

North Norfolk Local Plan – proposed alteration to wording re site C22/2

Submitted by Corylus Planning & Environmental Ltd and Brown & Co. – jointly acting for landowners of the extended C22 site area

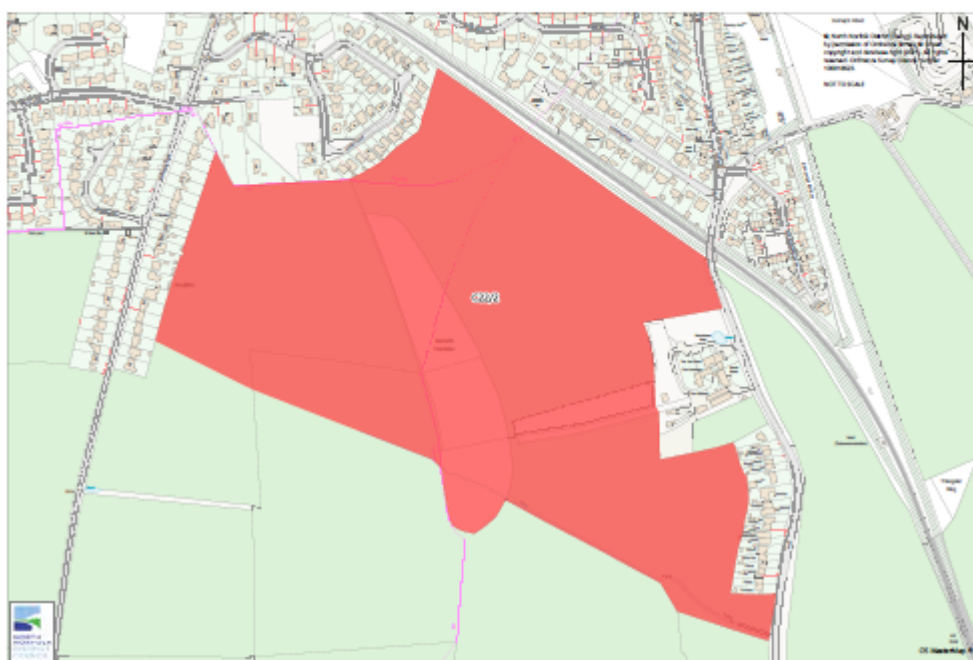
16.1.23

Policy as currently worded is reproduced below. Comment relating to yellow highlighted elements, shown in

Green shaded boxes

10.3 Mixed-Use: Land West of Pine Tree Farm (C22/2)

The following site is allocated for development of approximately 400 dwellings, specialist elderly persons accommodation, sport and recreational facilities and associated on and off-site infrastructure:



Land West of Pine Tree Farm (C22/2)

Description

- 10.3.1 This is a greenfield site to the south of Cromer which borders residential development to the north and the east. The area consists of two parcels of land which are in agricultural use with woodland through the centre of the site and the rail line running along the north. The site is within walking distance to the schools and there is a bus stop located close to the site which provides a range of services.
- 10.3.2 The site is within the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and is visible from the south and the immediate surrounding area. Due to the topography of the site, the surrounding development and landscaping the eastern section is not overly prominent in the wider landscape. The impact of development in this area would be mitigated by retaining existing hedges/ trees around the site, incorporating internal open space and tree planting within the site, and introducing a landscaped buffer to the southern boundary. The site is adjacent to the Grade II Listed Pine Tree Farmhouse along Norwich Road. The development layout and landscaping should consider the impact on the listed building and wider landscape. The area to the west of the woodland is located to the rear of existing residential development in Roughton Road and will require a significant landscape buffer along the southern boundary to mitigate landscape impacts.
- 10.3.3 The existing woodland on the site provides biodiversity benefits and the site layout should retain this area and include a landscaped buffer between development and the woodland.

10.3.4 The Highway Authority has indicated that safe access can be provided to Norwich Road. It is desirable for this to be in the form of a roundabout to the south of the frontage. A new footbridge should be provided over the railway line, or by a suitable alternative, enabling safe pedestrian access to the facilities and schools in Cromer. The layout of the site should provide for direct connections to this footpath network.

10.3.5 The evidence indicates a need for new sports pitch provision in Cromer (to replace Cabbell Park). The development should provide a suitably located, level area for sports pitch provision, parking and club house facilities.

Constraints

10.3.6 Development proposals will have to take into account:

- Anglian Water advise that off-site water mains reinforcement will be required and enhancements to the foul sewerage network capacity may be required.
- Sports pitches and facilities are required on part of the site.
- A new roundabout access is required to Norwich Road.
- Safe pedestrian routes to schools, health and town centre facilities should be provided and this is likely to require a new footbridge over the railway line.

Deliverability

10.3.7 The site is suitable and available for development. The site is in multiple ownerships with the owners working together to promote and deliver a comprehensive development in accordance with the policies of this plan.

NB Purpose of footbridge (or alternative – both 10.3.4 and 10.3.6 make clear this is not the ONLY possibility) is to: ENABLE SAFE PEDESTRIAN ACCESS TO FACILITIES AND SCHOOLS IN CROMER

Policy C22/2

Land West of Pine Tree Farm, Norwich Road

Land amounting to 25.7 hectares, as defined on the Policies Map, is allocated for development of approximately 400 dwellings, specialist elderly persons accommodation, sport and recreational facilities and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Provision of a new segregated cycle/pedestrian footway along the Norwich Road including a dedicated footbridge (or suitable alternative) crossing over the railway;
2. Provision of two vehicle access points onto the A149 including the provision of a roundabout at the southern access;
3. The submission, approval and implementation of a Transport Impact Assessment to include analysis of the impact the development would have upon the road network, identify areas where mitigation may be required and provide solutions;
4. Careful attention to site layout, building heights and materials in order to minimise the visual impact of the development on the Norfolk Coast Area of Outstanding Natural Beauty;
5. On site delivery of not less than 4.9 hectares of multi-functional open space together with measures for its on-going maintenance;
6. The delivery of not less than 5 hectares of land suitable for sports pitch provision and agreed contributions towards delivery;
7. Provision of additional green infrastructure on the site which maximises connectivity between the residential development and the open space. Biodiversity improvements and access should be provided to Beckett's Plantation;
8. Retention and enhancement of hedgerows and trees around and within the site, including the protection of existing woodland within site and the provision of a landscaped buffer along the southern boundaries;
9. The existing public footpath through the site should be retained and upgraded to a surfaced route within in a green corridor and a new route should be provided from the site to connect with Roughton Road;
10. The submission, approval and implementation of a Surface Water Management Plan ensuring that there is no adverse effects on European sites and greenfield run off rates are not increased;

Therefore the strict wording in proposed policy – which specifies ALONG THE NORWICH ROAD – does not reflect reasoning & purpose in 10.3.4 & 10.3.6

11. The submission, approval and implementation of a Foul Drainage Strategy, details of any enhancements and setting out how additional foul flows will be accommodated within the foul sewerage network;
12. Enhancement to sewerage infrastructure should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with Water Framework Directive obligations;
13. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
14. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses including not less than 100 units of specialist elderly persons accommodation; and,
15. Development should preserve and enhance the setting of the grade II listed Pine Tree Farmhouse through careful layout, design and landscaping.

The site is underlain by a defined Mineral Safeguarding Area for sand and gravel. Any future development on this site will need to address the requirements of Norfolk Minerals and Waste Core Strategy Policy CS16 - 'safeguarding' (or any successor policy) in relation to mineral resources, to the satisfaction of the Mineral Planning Authority.

Suggestion

Amend wording of item 1. in policy from:

“Provision of a new segregated cycle/pedestrian footway along the Norwich Road including a dedicated footbridge (or suitable alternative) crossing over the railway”

To:

“Provision of suitable route(s) to enable safe access for pedestrians and cyclists to facilities and schools in Cromer”

Reason

This:

- better reflects the reasoning set out in policy background wording;
- provides greater flexibility to deal with difficulties known to be associated with existing rail bridge and Norwich Road (including limited widths); and
- offers opportunity to deliver a route or routes which are likely to be considered preferable in regard to amenity/experiential considerations (in particular, traffic volume and nature of same along Norwich Road

Evidence

Report by Create consulting “Norwich road, Cromer, Norfolk walking/cycling route strategy: January 2023” which demonstrates, and recommends, a preferable alternative to the Norwich Road.